

The China Mail.

Established February 1845.

Vol. XLII. No. 3756.

號三十月三年五十八百八千一英

HONGKONG, MONDAY, MARCH 23, 1885.

日七初月二年酉乙

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTH, Ludgate Circus, E.C. 4. RAY & LEONARD & CO., 37, Whitehall, E.C. 4. SAMUEL DRAGON & CO., 150 & 151, Leadenhall Street.

PARIS AND EUROPE.—AMERIK PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLAIR, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. O. HEINSEN & CO., Manila.

CHINA.—Macao, Messrs A. A. DE MELO & Co. Swatow, Quilong & Co. Amoy, Wenzhou, Ningbo & Co. Foochow, HEDGE & Co. Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & WALSH.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,400,000
RESERVE FOR EQUIVATION, \$9,400,000
RESERVE LIABILITY OF FIDUCIARY, \$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. F. D. SASSOON.
Deputy Chairman—A. MULVEN, Esq.
C. D. BOTTOMLEY, Esq.
H. L. DALRYMPLE, Esq.
W. H. FORBES, Esq.

CHIEF MANAGER.
THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI.—EUGENE CAMERON, Esq.
LONDON.—BARRETT, London and County Bank.

HONGKONG.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BRANCH DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, February 28, 1885. 347

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.
- 3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.
- 4.—Deposits may be on behalf of relations, or trusts, &c., in addition to the depositor's own account.
- 5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.
- 6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.
- 8.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least once a year, about the beginning of January and beginning of July.
- 10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked On Hongkong Savings Bank Business, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.
- 11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
- 12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, April 25, 1884. 715

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.
Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & CO., Hongkong, and at the China Mail Office.

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Act 1862, to 1885.)

LONDON BANKERS:
UNION BANK OF LONDON, LD.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED.
H. A. HERBERT, Manager.

Hongkong, September 15, 1884. 1556

Notice of Firm.

NOTICE.

WE HAVE This Day authorized Mr. JACOB SILAS MOSES to Sign our Firm in Hongkong.
E. D. SASSOON & Co.
Hongkong, March 20, 1885. 483

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE.—CHUNG WAH and CHUNG FU, lately carrying on Business at No. 11, Jervois Street, Victoria, Hongkong, under the Firm name of 'LAI CHEONG LUNG', DRAPERS, having been adjudged Bankrupts under a Petition for adjudication filed by No. 11 in the Supreme Court of Hongkong in Bankruptcy, on the 17th day of October, 1884, are hereby required to surrender themselves to EDWARD JAMES ACKROYD, Esquire, the Registrar of the said Court, at the First Meeting of Creditors to be held by the said Registrar, on WEDNESDAY, the 2nd day of April, 1885, at 11 o'clock in the Forenoon, precisely, at his Chambers, Supreme Court House.

The said EDWARD JAMES ACKROYD, Esquire, is the Official Assignee, and Messrs. DAVES & MOSSOP are the Solicitors in the Bankruptcy.

All Persons INDEBTED to the said Bankrupts or who have any of their Property or Effects in his or their possession, are hereby warned not to pay or deliver the same except to the said Assignee.

A Public Sitting will hereafter be appointed by the said Court for the said Bankrupts to pass their Final Examination, and to make application for their Discharge, of which Sitting Notice will be given in the Hongkong Government Gazette.

At the First Meeting of Creditors, the Registrar will receive the Proofs of the Debts of the Creditors, and the Creditors who shall have proved their Debts, respectively, or the majority in value of the said Creditors, are hereby directed to choose at such Meeting an Assignee or Assignees of the Bankrupts' Estate and Effects to be called the Creditors' Assignee or Assignees.

Dated the 26th day of March, 1885.
DENNIS & MOSSOP,
Solicitors for the Petitioning Creditor.

VICTORIA HOTEL.

Praya and Queen's Road Central, Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The accommodation and service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.
Messrs. DORABJEE and HING KEE, Proprietors.

Hongkong, September 15, 1884. 1859

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,
(FORMERLY ATTENDED APPRENTICE AND LATER ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDLELL STREET.

CONSULTATION FREE.

Perfect adjustment of ARTIFICIAL TEETH by Atmospheric Punction without pain or inconvenience. Discount to missionaries and families.

Sole Address
2, DUDDLELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 60

For Sale.

LANE, CRAWFORD & Co.

HAVE NOW RECEIVED THEIR NEW SUPPLY

OF

Calcutta Pith

Helmets and Sun Hats.

THIS SEASON'S PARCEL

contains

A LARGE VARIETY OF NEW SHAPES.

LANE, CRAWFORD & Co.

Hongkong, March 21, 1885. 490

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

HATS.

A large assortment of Christy's Felt Hats, always in Stock in all the newest styles.

CLOTHING.

Tweeds.
Coatings.
Trousers.
Serges.
Flannels.

SHIRTS.

Having completed our arrangements we can now make to order White Dress Shirts, equal to home manufacture.

HOSIERY, SCARFS, TIES, HANDKERCHIEFS,

BOOTS AND SHOES.

Hongkong, January 6, 1885. 33

W. POWELL & Co.

ARE REMOVING TO THE

VICTORIA EXCHANGE,

ON

1st April,

ENTRANCE FROM

QUEEN'S ROAD AND STANLEY STREET.

Hongkong, March 12, 1885. 433

Intimations.

NOTICE.

THE Annual General MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on FRIDAY, the 27th Instant, at 4 p.m., at the CITY HALL.

By Order,
H. M. BAILY,
Acting Secretary.

Hongkong, March 20, 1885. 491

THE SPANISH STEAMSHIP ESTRELLA.

NOTICE is hereby given that We, the Undersigned CLAIM to be interested in the above Steamship, and that any Person or Persons PURCHASING her after this Notice WILL DO SO at his or their own risk.

Dated this 18th day of March, 1885.
J. H. SMITH,
W. G. SMITH.

THE MITSU BISHI MAIL S.S. Co.

Having taken over the NAGASAKI DOCK, SLIP, and ENGINEERING WORKS, are now prepared to Dock and Repair VESSELS, at moderate terms.

The DOCK is one of the largest and best in the East, being 431 feet long and 80 feet broad, and having a depth of water on blocks at spring tides of 27 feet and near tide 22 feet.

The SHOPS contain Machine-tools of all descriptions and compound Engines up to 1,000 horse-power. The highest class of work can be undertaken at the shortest notice.
Powerful lifting SHEARS are being erected.
For further Particulars, apply to
H. J. H. TRIPP,
Agent.
Hongkong, December 18, 1884. 2135

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH), are hereby requested to present them to the LIQUIDATORS of the Bank, when they will be given in Exchange, a certificate of the value of the Notes deposited.

Entertainment.

HONGKONG MUSICAL CLUB.

THE CONCERT

to be given by the

MEMBERS of the above CLUB,

ON

SATURDAY,

the 28th March,

will take place in the

ST. ANDREW'S HALL,

instead of in the Theatre.

ADMISSION—TWO DOLLARS.

By Ticket only.

Seats may be booked at Messrs. KELLY & WALSH'S.

Doors open at 8.30; Concert to commence at 9 p.m. punctually.

Hongkong, March 17, 1885. 469

Intimations.

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE LONDON

AERATED WATERS,

Have Removed from the BEACONFIELD

ROAD to larger Premises

1, DUDDLELL STREET,

Where they continue to Supply:

SODA WATER, LEMONADE,

TONIC, GINGERBREAD,

SELTZER, RASPBERRYADE,

SARSAPARILLA, &c., &c., &c.

At the same Moderate Charges.

D. K. GRIFFITH,

Proprietor.

Hongkong, July 28, 1884. 1246

NOTICE.

INTERNATIONAL HOTEL,

(LATE NATIONAL HOTEL),

QUEEN'S ROAD CENTRAL.

THE above HOTEL is NOW OPEN

under NEW MANAGEMENT. Excellent

Accommodation for BOARDERS. BILL-

LIARDS. WINES and SPIRITS of the

Best Quality only kept.

D. S. HEAYSMAN,

Proprietor.

Hongkong, March 6, 1885. 390

SINGAPORE INSURANCE COM-

PANY, LIMITED.

Incorporated on the 5th day of February,

1885, under 'The Indian Companies

Act, 1886,' whereby the liability of

Shareholders is limited to the

amounts not paid up on their

shares.

CAPITAL..... TWO MILLION DOLLARS

IN 20,000 SHARES OF \$100 EACH;

PAYABLE \$5 PER SHARE ON APPLICATION

AND \$15 ON ALLOTMENT.

Further calls not to exceed \$20 per share

not to be made payable at intervals

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction, on

TUESDAY,

the 24th March, 1885, at 2 p.m., at his Sales

Rooms, Queen's Road,

AN ASSORTMENT OF

JAPANESE WARE,

comprising—

KANGA, IMARY, KIOTO and SATSUMA

VASES, JARS, BOWLS, PLATES, INCENSE

BURNERS, TEA and COFFEE SETS, LACQUERED

WARE, ENAMELLED WARE, GOLD and SILVER

INLAIN BAZONZ, IVORY INLAIN PANNERS,

EMBROIDERIES and EMBROIDERED SCREENS,

&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, March 21, 1885. 600

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW

(SHARP PEAK).

The Co.'s Steamship

Thames, Captain FRODO, will be

despatched for the above

Ports on TUESDAY, the 24th Instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co.,

General Managers.

Hongkong, March 19, 1885. 487

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamship

Bothwell Castle,

R. J. C. TOB, Commr.,

will be despatched for the

above Port on or about the 24th Inst.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,

Agents.

Hongkong, March 17, 1885. 466

UNION LINE.

FOR YOKOHAMA AND HIOGO.

The Steamship

Devenish,

Capt. GODDARD, will be

despatched for the above

Ports on or about WEDNESDAY, the 26th

Instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, March 18, 1885. 474

AUSTRO-HUNGARIAN LLOYD'S

Shipping.

Steamers.

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s

Chartered Steamship

Malabar

will leave for the above

places on FRIDAY, 27th Instant, at 3 p.m.

A. McIVER,

Superintendent.

F. & O. S. N. Co.'s Office,

Hongkong, March 19, 1885. 485

THE EASTERN AND AUSTRALIAN

STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND

ADELAIDE.

firm of Macgregor, Kinnear & Co., of London. Mr. W. G. Macgregor was the junior member of the Singapore Bar, and had only been resident here some fifteen months, but although he had been in the Colony so short a time, he had already won the esteem of the members of his profession, and of all others who had business relations with him, and who anticipated for him an undoubtedly successful career in his profession. Mr. Macgregor, who was only 23 years of age, was a graduate of the University of Cambridge and a member of the English Bar. Socially, his loss will be much felt among his large circle of acquaintances.

Tan Rev. Dr. Cuming, of Bhamo, arrived at Singapore on the 11th inst. by the B.S.N. Co.'s steamer *Madia* from Rangoon. He has been a missionary to the Shan since 1881. This is the gentleman who accompanied Mr. Hallett on his recent trip through the Shan States in connection with the Colquhoun expedition. The *Strait Times* learns that he has just finished his translation of the Bible from the original into Shan, upon which he has been engaged for several years past, but owing to the state of his health he is under the necessity of visiting America before putting it finally through the press. He intends spending a few days in Singapore before going home via China and Japan.

It is currently reported, says the *Strait Times*, that His Highness the Maharajah of Johore is about to pay another visit to England. It is said, moreover, that this visit is being made not so much for the purpose of social enjoyment as for political objects. The rumours of intended annexation by the British Government of certain Native States and the recent publication of a notification relating to the position of British subjects in the Native States, where there are no British Residents, and to concessions granted by the rulers of such states, must have caused His Highness some anxiety, and led him to seek some explanation from the British Government. *The Straits Times* thinks, however, that there is really no ground for any such anxiety on the part of His Highness and that he should consider well before leaving his territory at the present juncture.

From a private correspondence, dated Ningpo the 12th inst., we (*Shanghai Mercury*) learn that the French are expected hourly to begin the storming of the forts. The natives are moving away from the city in masses. There are 25,000 Chinese soldiers at Chinai, and the French are expected to force them there—as they seem likely to do—there might be a stampede. Foreigners fear these retreating soldiers more than anything else. The River is full of junk, and over 100,000 junk and fishermen are idle. No provisions come into port, and rice is getting scarce and dear; opium is getting scarce also, and the hungry opium smokers with the idle boatmen and coolies would make a mob that would have things their own way.

The new U.S. Cabinet has been formed as follows:—Bayard, Secretary of State; Manning, Secretary of the Treasury; Endicott, Secretary of War; Whitney, Secretary of the Navy; Lamar, Secretary of the Interior; Vilas, Post Office; Garland, Attorney-General.

Mr. Bayard was Senator from Delaware; Mr. Manning is a New York Democrat and was chairman of the deputation from that State to the Convention that nominated Mr. Cleveland; Mr. Lamar has been Senator from Mississippi since 1877 and was a Colonel in the Confederate army; Mr. Vilas is of Wisconsin and was presiding officer in the Convention. The *Japan Mail*, from which the foregoing is abridged, gives no particulars of the other members of the Cabinet.

General Grant, who has been placed by Congress on the retired list, is suffering severely from cancer.

CONCERT BY THE CHORAL SOCIETY.

Last Saturday evening the members of the Hongkong Choral Society gave a most successful concert in St. Andrew's Hall, before a fairly numerous audience. The chief feature in the programme was a selection from Cowan's cantata "The Rose Maiden." The vocal orchestra numbered about 35, and although the soprano voices were fewer than in former years, they were certainly stronger and more effective than we remember for some time past; while the other parts were full, perhaps if anything the basses being in the minority. Taking the vocalists together, at all events, last evening's performance proved clearly that the Choral Society, rather than going down, has made a spurt in the right direction.

"The Rose Maiden" seeks to represent the joys and the sorrows of love, and the words of the concluding chorus furnish the moral of this fine musical poem:—

Yes, when as the roses
Must die, can trust heart,
They that rejoice must sorrow,
And they that love must part.
But yet, O God, we praise Thee,
Who blindest night and morn,
Too lovingly Thy roses,
We were they without a thorn.

The argument of the poem is reproduced as follows:—

The Queen of the Flower Fairies, weary of a life of unbroken calm, prays of the newly returned Spring that he will bestow upon her also the gift of love that he bestows upon man. He warns her of the risk she runs, but finally yields to her entreaties by changing her, while she sleeps, into the form of a beautiful girl. Under the name of Rose-Jesson, she wanders through the world to find the love that she seeks, and meets with a girl who, having been betrayed and deserted by her lover, loses her senses and dies broken-hearted. But, underdressed from her search, Rose-Jesson becomes the wife of a forester, with whom she lives for a time in such perfect happiness that she cannot survive his death. The elves bewail the fate of their Queen, and curse love as fatal to peace and happiness.

The pretty little overture being omitted, the cantata opened with the plaintive choruses "Green Vales," which went steadily throughout, the time being good and the voices well under control. The Duo, "The Rose of Love," followed, sung by Miss Grimble (soprano) and Mr. Brewer (baritone). There is much in Miss Grimble's voice, and she does not spare herself in singing. In the appeal to Spring, "But hear me, and also in the duet Miss Grimble sang her part faithfully, her

phrasing being excellent. Mr. Brewer was in capital voice, and we almost prefer this gentleman's baritone to his bass; his rendering of Spring left nothing to be desired, and the duet was a great success. In the Solo "Sleep of Eve," Mr. Thomsett was a little out of voice, or it may have been in approaching the higher notes in the solo, lack of precaution in taking breath; in other respects the solo was pleasingly given. A regular round of applause greeted Miss Stopani at the conclusion of her pretty solo, "Yet chime they so early." Miss Stopani has a rich contralto voice and sang with exquisite taste and feeling. The chorus "Oh earth-born sorrow" went equally well. Mr. Shepherd made his debut in the solo, "For from the summer blossom," and we regret we have not had an opportunity of hearing this gentleman's voice before; his clear tenor notes were brought out with infinite ease, and the solo throughout was most successful. The concluding choruses "The Wedding Morning" was the best of the four; the full strength of the voices was heard for the first time in it; the other choruses being plaintive and subdued, the change to the subdominant "Tis the last fair morning" being very effective. Why this chorus, after having been introduced in proper time, was slackened at the commencement is not understood; the tempo, however, was properly got up in the finale to the chorus, so perhaps it did not matter much.

The second part of the programme opened with a duet "So no credi," sung by Mrs. Coughtrie and Mr. Whitall. Mrs. Coughtrie's voice has strengthened considerably since we last had the pleasure of hearing her, and her rendering of the soprano in the duet was most admired. Mr. Whitall sang in fine form, both in the duet and in his solo "True till death," the latter being encored. The quartette, "Night, lovely night" (Berger) went fairly well, the parts were not quite evenly balanced, still that is not always easy to accomplish. We must not forget the Violin Solo (Mazurka by Wieniawski) played in brilliant style by Mr. Jordan, who also undertook the difficult task of assisting in accompanying the cantata, rendering valuable and able assistance. The piano accompaniment was admirably played by Mr. G. P. Lammeret. The characteristic feature in the whole cantata is the instrumentation, written in a masterly style by the composer, and it is to be regretted that the orchestra was not augmented, as the accompaniment to a powerful chorus needs more than a piano, violin and flute. However, the difficult piano score throughout the cantata could not have been more ably performed, and Mr. Lammeret deserves great credit for his services. All power to Signor Cattaneo for his conducting. The worthy Signor has taken great pains in getting up the cantata, and must be pleased with the result of his labours; at the same time we would suggest that the conducting should be carried on in a future with less steady hissing, which could be heard all over the room every other bar and warped the effect throughout. And speaking generally as to the singing, especially as to the solo-singing in the cantata, we have some remarks to make. In fact, we were nearly asking ourselves on Saturday evening "What is this disease that is coming upon us, afflicting a numerous class?" We refer to the practice of slurring from one note to another, which is much to be deprecated in singing cantata oratorio music. It becomes necessary to say the least of it, to hear a singer slide up and down the scale before arriving at a note. It may be effective in opera music, and even then a little of it goes a long way. Another thing; we think a great liberty was taken with the tempo in altering the time of one or two of the pieces, and in the erratic manner in which rallentando and pauses were made, and which, never intended certainly, did not enhance the effect of the cantata.

It was a pity the whole of the cantata was not given as at first intended, but owing to the illness of some of the members certain numbers had to be omitted. The music after the score is charming, full of melody, written in free form and full of vigorous life. The Choral Society may equally be congratulated on their choice of the music, and on the creditable manner in which the different portions were produced.

Death of Sir Harry Parkes.
H. B. M. Minister at Peking.

The general regret expressed by residents of all nationalities at the sad news which reached this Colony yesterday, of the sudden death of Sir Harry Parkes, is probably the best tribute of admiration and respect which could be rendered to the memory of a public officer. As the news comes by telegraph, and the brave Sir Harry died on Sunday morning (yesterday, the 22nd), there are but few details to hand, and little is known as to the circumstances attending this sad event. Most of us knew that the sanguine spirit of the British Minister was greatly moved, and his body considerably overworked by the duties devolving upon him during the present Franco-Chinese complications. If there be anything in the reports regarding peace negotiations, doubtless the British Minister must have had much to say in the discussions, and sage advice to give. This strain seems to have been a bad preparation for an attack of typhus fever; and after three days' illness, the most popular British Minister in China succumbed to this dread disease.

At the present time, when all English residents (and even residents of other nationalities) are deploring the loss of a man whose firmness and alertness formed but characteristic of his great capacity, it seems almost an unkindness to speak of a successor. But this fear that no one can be found worthy to fill the place now left vacant by the untimely death of Sir Harry Parkes, is but another tribute to the memory of the able man who at such a serious juncture has been removed from

the service of the country he loved so well and served so faithfully. It is needless to sketch the career of one whose services are now matters of recorded history; but it may be mentioned that a perusal of his experiences, recorded so modestly and simply by his companion Sir Henry Brougham Loch, when they were taken prisoners under a flag of truce and cruelly treated by the Chinese, ceasing death by about fifteen minutes only, will reveal the true character of the great man who has passed away. His was true English courage, his ideal of duty was high, and his determination to perform it to the death was none the less because he was spared at the last moment to work for his country for nearly a quarter of a century longer. How he has laboured for the good of Japan and of China since his cruel experiences in Peking in 1861, is a proof of the fine spirit of which he was possessed. His death will be a loss to China, as well as to England, and none the less so as he was an advocate of judicious firmness rather than of weak concession in the treatment of Asiatic Governments. To his personal friends in Japan and China his death will be a loss that is almost irreparable, for he was most loved wherever he was best known.

We append the record given in "Men of the Time" of the services of the much-lamented officer:—

Parkes, Sir Harry Smith, K.C.B., is son of Harry Parkes, Esq., of Bitchell's Hall, Staffordshire, where he was born in 1828. He was educated at the City of London school. He entered the civil service of the Crown in 1852, being attached to the suite of Sir Henry Pottinger in China; and he served in various capacities until 1854, when he was nominated Consul at Amoy. He accompanied Sir John Bowring to Siam as Secretary, and came to England with the Siamese Treaty in 1855, returning with modifications the following year. From 1856 to 1858 he acted as Consul at Canton. In 1859 he came to England, but at the outbreak of the war he returned to the allied occupation, 1858-61, being created a Companion of the Bath (1860) in recognition of his services. He served as joint Chinese Secretary to the Earl of Elgin in the expedition of 1860, and while engaged in negotiations under a flag of truce he was imprisoned and inhumanly treated by the Chinese. In 1862 he was appointed Consul at Shanghai, and promoted to the rank of K.C.B. In 1865 he was nominated Extraordinary and Minister Plenipotentiary at Canton during the war between Japan and no fewer than thirteen European nations. He was created a Knight Grand Cross of the Order of St. Michael and George in 1881; and in July, 1883, he was appointed Extraordinary and Minister Plenipotentiary to the Emperor of China, and Chief Superintendent of British trade in China.

But little is known in China of Mr. Parkes. He has served in subordinate capacities (attached, second and third secretary) at Berlin, Washington, The Hague, Madrid, Rio de Janeiro, and Paris; but he has been in the Peking Legation only about a year.

REPORTED REVOLT IN KASHGAR.

Tientsin, 3rd March, 1885.
Three or four days ago reports came from Peking stating that the eldest son of the late Atalik Ghazi, Yakub Beg, of Kashgar, had escaped—whether with or without Russian permission cannot yet be said—from Samarkand, had entered Kashgar, raised the standard of revolt in Kashgar and Yarkand against China, and, so far, had made successful progress.—*Shanghai Courier*.

Canton.

(From our Correspondent.)
March 23, 1885.
Saturday night witnessed another outbreak of Cantonese fanaticism. The shop occupied by Messrs A. S. Watson & Co. before they removed to their new premises has been turned into a revenue collecting office for collecting revenue from the bazaar. The bazaar is sold to breeders of pigs, so as a natural consequence of this tax poor John Chinaman will have to pay more for his pork. As the revenue collecting had been farmed out by the Mandarin to a non-member of the bazaar, the members of the guild assembled on Saturday night in considerable force bent upon pulling down or setting fire to the place. Soldiers were called out from the neighbouring Yamen and a strong force was sent by Lo Ki from the contingent quartered on Shamone. For some time it was difficult to say how things might go. The street gates were closed and a detachment of soldiers was told off to defend the Wesleyan Mission property on Canal Road. Fortunately the soldiers succeeded after some time in driving the people off, and little or no damage was done beyond a little stone-throwing.

It is reported that the Nam Hoi Magistrate has issued private instruction to shopkeepers that all Roman Catholics are to be dismissed from their employ.

The feeling against the levying of taxes in the bazaar has been growing, and the Chinese are a long suffering people, but unless the squeezing and oppression be relaxed it is to be feared we shall hear of still more disturbances. These little outbreaks would be a warning to wise rulers. The people know that the tax-collectors are making themselves rich out of their misery and want, and one cannot but feel sorry for the poor and struggling classes.

I hear that one of the men arrested for supplying provisions to the French has been beheaded.

Contraband of War.

The *Shanghai Mercury*, which has undoubtedly become the recognized organ of the French Minister, contains, in its issue of the 16th inst., two very important announcements to the mercantile communities of the East generally. In the first place it gives a translation of the instructions sent by the French Government to their Naval commanders in China regarding the treatment of rice, and in the next it gives a list of the articles which the French have decided shall at present be treated as contraband of war. Whatever reliance may be placed on the announcement regarding the rice, there need be little hesitation in accepting the second as correct, as the list has been officially advertised in the *Shanghai papers* by the French Consul General. It seems rather odd why one section of the foreign mercantile communities in the East should be thus favoured with definite information, while others, as greatly in need of assistance out of their perplexities, should be left utterly in the dark—why the merchants in Shanghai should be favoured above those in Hongkong, who are deprived of even the very few crumbs which the French are pleased to let fall from their table? But we suppose the latter must still further extend their long-suffering, and grin and bear their misfortunes. The notices are as follows:—

RICE.
The exportation of Rice from Coochin-China, Tonking and Foreign colonies is authorised for Canton and ports South of Canton, but not, for instance, the forwarding of Rice from Shanghai to Canton. The export of the prohibited article down to Canton and Hongkong is prohibited.

CONTRABAND OF WAR.
The French Consul issues a notification defining Contraband of War. Besides rice, the following articles are considered to be contraband: guns and fire arms, side arms, projectiles, lead, powder and other explosives, sulphur, saltpetre, cartridges for the same, military harness, all instruments and objects whatsoever made for use of war. This list might be extended later on, if circumstances require it, the Council for prizes remaining the judge.

THE DETENTION OF THE "GLENROY."

The *Shanghai Courier* of the 16th inst. gives the following details regarding the detention of the *Glenroy*:—

The *Glenroy* arrived here to-day from Gutzlaff, having been detained there from Thursday morning until 10.30 a.m. yesterday. We learn that after she was boarded by the officer from the *Nelly* and he had examined her papers she was ordered to follow the French corvette, which she did. In 1872 she came to anchor a few miles South of Gutzlaff. The *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 100 men and a few miles South of Gutzlaff, the *Nelly* then went to Chinai to interview Admiral Courbet as to what should be done with the ship. He (Courbet) ordered the lead to be transhipped into the *Nelly*. But there was some 1,600 tons of cargo on top of it. Another crew of 1

